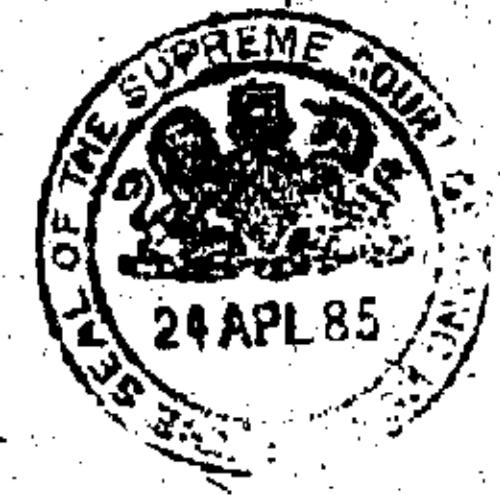


The China Mail

Established February, 1845.



VOL. XLI. No. 6782.

號三月四日五十八年一千八百五十五年

HONGKONG, THURSDAY, APRIL 23, 1885.

日九月三日酉

PRICE, \$2 PER MONTH.

NOTICES TO CONSIGNEES.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP AND HAMBURG.

THE Steamship *Metropolis*, Capt. J. B.

Portus, having arrived from the above

Port, Consignees of Cargo are hereby

requested to send in their Bills of Lading to

the Undersigned for countersignature, and

to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the

Steamer will be at once landed and stored at Consignees' risk and expense, and no

Fire Insurance will be effected.

Optional Cargo will be forwarded on to

SHANGHAI, unless notice to the contrary be

given before Noon, To-morrow, the 21st

Instant.

All Claims against the Steamer must be

presented to the Undersigned on or before

the 28th Instant, or they will not be re-

cognised.

RUSSELL & Co.,

Agents.

Hongkong, April 20, 1885. 669

STEAMSHIP YANGTSE.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNERS of Cargo per Steamship

Indus, *La Seine*, *Alane* and *Empress*

Des Vergnes, from the above Ports, and

Bordhauts, in connection with the above

Steamer, are hereby informed that their

Goods, with the exception of Opium, Treas-

ures and Valuables—are being landed and

stored at their risk at the Company's God-

owns, whose delivery may be obtained

immediately after landing.

Optional Cargo will be forwarded on, unless

intimation is received from the Consignees

before Noon To-day, requesting it to be

landed here.

Bills of Lading will be countersigned by

the Undersigned.

Goods remaining unclaimed after Mon-

day, the 27th Instant, at Noon, will be

subject to rent, and landing charges at 1

cent. per package per diem.

All Claims must be sent in to me on or

before the 30th Instant, or they will not be

recognised.

No Fire Insurance has been effected.

G. de CHAMPEAUX,

Agent.

Hongkong, April 20, 1885. 669

NOTICE TO CONSIGNEES.

FROM ANTWERP, GLASGOW, PEN-

ANG AND SINGAPORE.

THE Steamship *Afghan*, G. Roy,

Commander, having arrived from the

above Ports, Consignees of Cargo are hereby

informed that all Goods, with the exception

of Opium, are being landed at their risk into

the Godowns at the Undersigned, at Wan-

chai, No. 3, behind the premises, known as

'Blue Buildings,' whence and/or from the

Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded on, unless

notice to the contrary be given before

2 p.m. To-day.

No Claims will be admitted after the

Goods have left the Godowns, and all Goods

remaining after the 27th Instant will be

subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,

Agents.

Hongkong, April 21, 1885. 669

INSURANCES.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE)

CAPITAL, TWO MILLIONS STERLING.

THE Undersigned are prepared to grant

Policies against the Risk of FIRE on

Buildings or on Goods stored therein, on

Bills on board Vessels and on Hulls of

Vessels in Harbour, at the usual Terms

and Conditions.

Proposals for Life Assurances will be re-

ceived, and transmitted to the Directors

for their decision.

If required, protection will be granted on

first class Lives up to £1000 on a Single

Life.

For Rates of Premiums, forms of pro-

posals or any other information, apply to

ARNHOLD, KÄRBERG & Co.,

Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above

Company, are authorized to Insure

against FIRE at Current Rates

GILMAN & Co.,

Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF

His Majesty King George The First,

A. D. 1720.

THE Undersigned having been appointed

Agents for the above Corporation are

prepared to grant Insurances as follows:—

Marine Department.

Policies issued at current rates, payable either

here in London, or at the principal Ports

of India, China and Australia.

Fire Department.

Policies issued for sums not exceeding

£5,000 at reduced rates.

HOLLIDAY, WISE & Co.,

Hongkong, July 26, 1872. 499

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept

Risks on First Class Godowns at 1

per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881. 669

HONGKONG, THURSDAY, APRIL 23, 1885.

NOTICES TO CONSIGNEES.

UNION LINE.

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Steamer will be at once landed and stored at Consignees' risk and expense, and no

Fire Insurance will be effected.

Optional Cargo will be forwarded on to

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given before Noon, To-morrow, the 21st

Instant.

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RUSSELL & Co.,

Agents.

Hongkong, April 20, 1885. 669

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COMPAGNIE DES MESSAGERIES MARITIMES.

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Bordhauts, in connection with the above

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Goods, with the exception of Opium, Treas-

ures and Valuables—are being landed and

stored at their risk at the Company's Godowns, whose delivery may be obtained

immediately after landing.

Optional Cargo will be forwarded on, unless

intimation is received from the Consignees

before Noon To-day, requesting it to be

landed here.

For Sale.

MacEWEN, FRICKEL & CO.

HAVE MOVED INTO THEIR NEW PREMISES

VICTORIA EXCHANGE, QUEEN'S ROAD CENTRAL, AND AIR MAILING

STORES and other RETAIL ARTICLES at the lowest possible prices

FOR CASH,

and giving the benefits of the Co-operative Store system to the Public without the necessity of Membership. Detailed Prices will be furnished on application.

—

CROSBY & BLACKWELL'S

OILMAN'S STORES.

JOHN MOH & SONS, LIMITED,

OILMAN'S STORES.

J. T. MORSON'S

OILMAN'S STORES.

MACONACHE BROTHERS'

Locality

OILMAN'S STORES.

AMERICAN

OILMAN'S STORES.

WINES, &c.

CHATEAU MARGAUX.

CHATEAU LA TOUR, pints & quarts.

BES. GRAVES,

BREAKFAST CLARET,

SACCONE'S MANZANILLA & AMON-

TILLADO.

SACCONE'S OLD INVALID PORT

(1848).

HUNT'S PORT.

1 and 3-star HENNESSY'S BRANDY.

COUROISIER'S BRANDY.

FINEST OLD BOURBON WHISKY.

KINAHAN'S LIQUOR WHISKY.

ROYAL GLENDEE WHISKY.

BOARD'S OLD TOM.

E. & J. BURKE'S IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.

NOILLY PRAT & CO'S VERNUTH.

JAMISON'S IRISH WHISKY.

MARSALA.

EASTERN AMERICAN CIDER.

CHARTREUSE.

MARASCHINO.

CURACAO.

&c., &c., &c.

BASS'S ALE, bottled by CAMERON and

SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. &

J. BURKE, pints and quarts.

DRAUGHT ALE and PORTER, by the

Gallon.

ALE and PORTER, in hogsheads.

TO LET, FROM 1ST MAY.

SHOPS and GODDOWNS, and STORE-

AGE, & No. 55 Queen's Road East,

(opposite the Temperance Hall). Also,

BEDROOMS, SERVANTS and KITCHEN AC-

COMMODATION.

Apply to

MacEWEN, FRICKEL & CO.

Hongkong, April 4, 1885.

572

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES

Reprinted from "The China Mail."

WITH AN APPENDIX.

THIS PAMPHLET is now Ready,

and may be had at the

OFFICE OF THIS PAPER,

MESSRS. KELLY & WALSH'S,

And Mr. W. BROWNE'S.

Price, 50 Cents.

To-day's Advertisements.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Lord of the Isles*, Captain FELGATE, having arrived from the above Ports Consignees of Cargo are hereby requested to send in their Bills of Lading to the Underwriters for countersignature, and to take immediate delivery of their Goods if so arranged.

Cargo will be discharged at the discharge of the

Steamship will be at once landed and stored at Consignee's risk and expense, and no Fire Insurance will be effected.

Optional cargo will be forwarded on to JAPAN, unless notice to the contrary be given before noon To-morrow, the 24th instant.

All Claims against the Steamship must be presented to the Underwriters on or before the 2nd May next, or they will not be recognised.

RUSSELL & CO., Agents.

Hongkong, April 23, 1885.

676

FOR BANGKOK (DIRECT).

THE SCOTTISH ORIENTAL STEAM-

SHIP COMPANY, LIMITED.

The Company's Steamer

Danube,

Capt. J. NEWTON, will be

despatched for the above

Port on SATURDAY, the 25th instant, at

2 p.m.

For Freight or Passage, apply to

YUEN FAT HONG,

Agents.

Hongkong, April 23, 1885.

675

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND

TAIWANFOO.

The Co.'s Chartered

Steamship

Amatista,

Captain HAMILIN, will be

despatched for the above Ports on SUN-

DAY, the 25th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,

General Managers.

Hongkong, April 23, 1885.

675

To-day's Advertisements.

FOR SHANGHAI.

The Steamship

Peking,

Captain G. HUERMANN,

will be despatched for the

above Port TO-MORROW, the 24th Inst.

at 4 p.m.

For Freight or Passage, apply to

SIEMSEN & CO.

Hongkong, April 23, 1885.

674

UNION LINE.

The Steamship

Lord of the Isles,

Captain FELGATE, will be

despatched for the above

Port on MONDAY, the 27th instant, at

4 p.m.

For Freight or Passage, apply to

RUSSELL & CO., Agents.

Hongkong, April 23, 1885.

677

PUBLIC AUCTION.

THE Undersigned has received instruc-

tions to Sell by Public Auction, on

SATURDAY,

the 25th April, 1885, at 2 p.m., at his Sales

Rooms, Queen's Road,

ASSORTMENT OF

J. A. P. A. N. E. S. E. W. A. R. E.,

comprising—

KANGA, IKIYU, KIOTI and SATSUMA

VASES, JARS, BOWLS, PLATES, LACQUERED

BURNERS, TEA and COFFEE SETS, ENAMELED

WALL, GOLD and SILVER

INLAID BRONZES, IVORY INLAID PANSIES,

EMBROIDERIES, SCREENS, and MIRRORS,

&c., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, April 23, 1885.

678

SKIPPING.

ARRIVALS.

April 22, 1885.—

Amatista, British steamer, 522, Thos.

Hamlin, Tai-pan, April 19, 1885, and

Swatow 21, General—DOUGLAS STEAMSHIP

CO.

Essex, British steamer, 1,675, H. Longley,

Newcastle, (N.S.W.), March 31, Coal—

ARMSTRONG, BELL & CO.

Eyrie, American schooner, 551, Atkins,

Auckland, (N.Z.), March 10, Ballast—

MANTER.

April 23.—

Crusader, British steamer, from Whamp-

pon, April 22, 1885.

Per *Yuen Fat Hong*, from Whamp-

pon, April 4, 1885.

Per *Amatista*, British steamer, 1,508,

J. C. Folgate, London March 1, Penang

and Singapore April 16, General—RUSSELL & CO.

Titchiow, British steamer, 862, J. Jordan,

Bangkok, April 16, General—YUEN FAT

HONG.

Quarter, German steamer, 193, Kiel,

Sachsen April 18, Rice—EDWARD SCHILLER

& CO.

David I Tony, American ship, 1,633,

Geo. S. Watson, Nagasaki April 16, Coal—

H. J. H. TRIP.

DEPARTURES.

April 23.—

Gryphon, for Hoi-kuow.

Irrawaddy, for Swatow.

Koropet, French corvette, for Pescadores.

Thibet, for Sydney.

De Bay, for Shanghai.

SHIPPING REPORTS.

The British steamer Essex reports: Left

Narborough, N.S.W., on the 1st March;

after sailing Narborough experienced light

to moderate fresh E. and S. W. winds

5 to 6 deg. South; then variable wind

As the probability of a conflict between Great Britain and Russia is the important question of the hour, it may interest our readers to learn that the Vienna correspondent of the *Daily Telegraph* was the first to sound the signal of alarm in the press. He has the merit among journalists of having weathered a perfect downpour of "démentis," but he persisted, and, with unusual foresight, he clearly and accurately described the recent action of Russia in Central Asia.

The Maharajah of Mysore has placed not only the forces but the resources of his State at the disposal of the Government of India in the present crisis. Thus while His Highness's troops, and more particularly the cavalry, are being mustered and equipped at Bangalore with an eye to active service; the valuable bullocks of the country, the same good breed of animals with which Wellington and Harris campaigned, are being collected in numbers for the use of the British transport. A prosaic but truly useful form of assistance—Pioneer.

Mr. Charles Marvin writes to the *St. James's Budget*:—To a reporter of the Press Association Gospodin Lesser is stated to have said on Sunday:—"We have no intentions on Herat, which is altogether out of the sphere of our action." Will you allow me to mention that in November, 1883, when the Russian troops were already massed on the Tejzard, and in Khiwa for Aliakhanoff's swoop upon Merv, Lesser wrote to the *Neue Freiheit* as under:—"The longer Merv remains independent the better for Russia; its occupation would not be difficult, whilst its possession would be extremely unprofitable" (Blue Books, "Central Asia," 1884, p. 110). Comment is unnecessary.

The following charters were effected in Amoy during the fortnight ending the 16th instant:—

Contract, 5,000 piculs, cargo hence to Bangkok, 7 days, \$300.

Ho and Hts., 5,000 piculs, Taiwanfo, Chefoo and Amoy, 30 day days, \$3,900.

Chantaburi, 9,800 piculs, Taiwanfo, Chefoo and Amoy, 30 day days, \$4,000, or if Takao and Yokohama, 2 trips, 50 day days, \$8,000.

China Dordoga, 8,400 piculs, Taku (outside) to Kobe, 20 day days, \$3,300.

Johnn Carl, 3,400 piculs, Taiwanfo, Tientsin, Newchwang and Amoy, 24 day days, \$2,500.

Daniel, 9,800 piculs, Taiwanfo, Chefoo and Amoy, 30 day days, \$4,000.

In reply to a question put by Mr. Sutherland, in the House of Commons, on the 10th March, regarding the stoppage of the *Glenroy* by a French cruiser and the seizure of lead, Lord E. Fitzmaurice said: Her Majesty's Government had received a telegraph from the Governor of Hong Kong to the effect that the British steamer *Glenroy* had been detained by a French man-of-war on the 11th inst. between Hong Kong and Shanghai, in consequence of her having on board as part of her cargo a shipment of lead, which the French commander treated as contraband of war. Information has since been received of the release of the *Glenroy*, the vessel having been placed at the disposal of the French authorities. ("Oh!") No intimation has been received from the French Government declaring lead on any other merchandise, except rice, contraband of war. Her Majesty's Government have protested against rice being treated generally as contraband of war (lead, however), but the legality of seizures by belligerents of articles alleged to be contraband of war is a question to be decided in the first instance by the competent prize court. In the present case Her Majesty's Government are informed that lead is one of the most common and necessary articles of commerce sent to China at this season, and is used for making linings for boxes of tea. Having regard thereto, to the assurance given by the French Government that the right of search would be exercised with forbearance and consideration for the commerce of neutrals, Her Majesty's Government trust that the representations which they proposed to make respecting this seizure will result in the release of his shipment.

This answer, like many more answers which have been made by the Government in reply to questions connected with the proceedings of the French fleet on the coast of China, displays far more consideration for the French Government than it does for British owners, who are told that they must find out what is and what is not contraband through the Prize Court. Surely a Government ought to be able to say without hesitation what a prize court would consider contraband.

THE FATAL ACCIDENT AT HUNG-HAM.

The adjourned inquest upon the body of Li Kam Tze, who was killed by the fall of a house at Hung-ham on the 10th inst., was held at the Magistracy this afternoon by the Coroner, Mr. H. E. Wodehouse, and a jury consisting of Messrs L. F. A. Collens, J. M. de Rozario and F. A. de Rosario, who had, since the enquiry was opened, been here to Hung-ham and seen the remains of the house which fell.

Kung Afung, examined, said he lived at Hung-ham. On the 16th inst., at about 11 a.m., he was working with deceased on a scaffolding, erecting a new house. Deceased was above witness. Suddenly the whole house fell, deceased coming down with it. Witness escaped without the house being built of stone.

Archibald Macdonald, F.S., 27, deposed that on the 16th at 11 a.m., he was in the village of Hung-ham when he saw the wall of a house fall down. He ran to the spot and found that one man was buried under the stones. He removed some of the stones but was completely crushed. Only two men were working on the house at the time, deceased and the last witness; the rest of the workmen, about 50, were having their time.

John McNeil Price, Inspector General, examined, stated that yesterday he had been over to Hung-ham and examined the fallen house, which was a two-story one built of rough stone and was in course of construction when it fell. From this appearance of the ruins he came to the conclusion that some of the stones had not been sufficiently flat bedded, and were also too round, and the consequence of some of the stones slipping out of their places in the wall by the superincumbent pressure would cause the wall to fall. Had the stones been properly embedded, as the ordinance required, the accident would not have happened. It was

required by Ordinance 8 of 1856 that the material particulars of a building should be submitted to the Surveyor-General. A plan was submitted to the Department and approved, and was afterwards returned to the owner, the building on the plan was not in the order of building, though the plan itself was all requirements. The work was generally done on the building was not in accordance with the requirements of the ordinance. The stones were not properly shaped or embedded. The walls were also so plastered up with mortar that the Government Inspector would have difficulty in seeing the nature of the work done. The mortar was such as is generally used in Chinese houses, but the quality of the mortar had nothing to do with the fall of the house.

It was the duty of the Inspector of Buildings to visit buildings in course of erection in the city, and occasionally in the outlying districts. Witness had him twice inspected the houses in the village, in company with the Inspector of Buildings. The last of these visits was about a week before the fall of the house. The work then appeared inferior, but not sufficiently so to be considered dangerous. The Inspector of Buildings had on that occasion strictly enquired of the builder not to use the kind of stones he was making use of, and had instructed him to the manner in which the work should be done. It was the uppermost part of the house, which had been built subsequently to the last inspection, which had fallen. The lower portions of the house were rather better than the upper. Witness was of opinion that either through ignorance or parsimony the builder had not used the proper materials or done the work properly. The man was, in the first place, not a builder. Witness could not say whether the man had been criminally negligent. He considered he had been extremely negligent in the use of such stones, but could not form an opinion as to whether they amounted to criminal negligence.

The foreman of the jury desired to know why, after the inspection of the building which the work was found to be badly done, the builder was allowed to continue it. Mr. Price replied that he did not consider the work because he did not consider the work sufficiently inferior to justify such action. It was the work which was done subsequently to the fall.

Witness said he was a bricklayer and resided at Kowloon City. He contracted with Cheung Lum Sau to supply the workmen for the erection of the house. Witness had paid and paid the workmen and was to be paid \$110. Cheung Lum Sau was to find the materials.

Witness was cautioned by the Coroner that he need not answer his questions unless he liked, but he proceeded. He superintended the building of the house, the workmen being under his orders. Witness was to build a stone house in accordance with plan produced; the materials to be used were old and were to be taken from an old house to be pulled down to witness. There was no written agreement. His instructions were to use the old stones first, and if these were not enough, afterwards to use new ones. He was present from day to day while the work was being done, but was not present when the house fell. The stones from the old house were not sufficient to complete the house, and he had afterwards used some quarry stones. Witness was not satisfied with the stones provided, as they were burnt. He used them because he was told to, but complained about them to Cheung Lum Sau.

Witness was cautioned by the Coroner that he was master of the law in China and that he need not answer his questions unless he liked, but he proceeded. He superintended the building of the house, the workmen being under his orders. Witness was to build a stone house in accordance with plan produced; the materials to be used were old and were to be taken from an old house to be pulled down to witness. There was no written agreement. His instructions were to use the old stones first, and if these were not enough, afterwards to use new ones. He was present from day to day while the work was being done, but was not present when the house fell. The stones from the old house were not sufficient to complete the house, and he had afterwards used some quarry stones. Witness was not satisfied with the stones provided, as they were burnt. He used them because he was told to, but complained about them to Cheung Lum Sau.

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SHIPPING IN CHINA, JAPAN,
PHILIPPINES, AND SIAM,
WATERS.

WHAMPOA.

Master's Name.	Flag & Rig.	Destination.
Caribrooke	Brit. str.	
Emmy	Span. str.	
Fusian	Amer. str.	Hongkong

SWATOW.

In port on April 16, 1885.	MERCHANT STEAMERS.
Bellona	British
Cheslo	British
Felung	British
Pesilia	British
Seewo	British
Toulain	British
Yehsin	American

AMOY.

In port on April 16, 1885.	MERCHANT SAILING VESSELS.
Chateaurand	Brit. bgo.
Comster	Swd. bgo.
Daniel	Ger. bgo.
Hugo & Otto	Norw. bgo.
Johann Carl	Ger. sch.
Kristina Nilsson	Ger. bg.
Louise	Ger. sch. Chefoo, &c.
Niederhof	Ger. sch.
Theresa	Ger. bgo.

MERCHANT STEAMERS.

Hailoong	British
Wianar	British
FOOCHOW.	
In port on April 16, 1885.	MERCHANT SAILING VESSELS.
Loong Wha	Brit. bgo.
Minna	Brit. bgo.

FOOCHOW.

In port on April 16, 1885.	MERCHANT SAILING VESSELS.
Wianar	British
FOOCHOW.	
In port on April 16, 1885.	MERCHANT SAILING VESSELS.
Wianar	British

SHANGHAI.

In port on April 16, 1885.	MERCHANT STEAMERS.
China	German
Fuh Wo	British
Genkai Maru	Japanese
Glenfruin	British
Hao-shin	American
Hever	German
Ingeborg	British
Jason	British
Kuang-tan	American
Kuang-yu	British
Kungwo	British
Kwachwang	British
Stora Nortiske	Danish
Tsunin	British
Venetie	British
Verona	British
Wha-on	British
Yuen Wo	British
Yoritomo Maru	Japanese

MERCHANT SAILING VESSELS.

Chingal	Chi. bgo. Laid up
G. H. Wappas	Brit. bgo.
Leeyil	Brit. bgo.
Napier	Brit. sh.

NAGASAKI.

In port on April 12, 1885.	
D. L. Tenny	Amer. sh.
Gitanilla	Brit. bgo.
P. Pendleton	Amer. bgo.

YOKOHAMA.

In port on April 13, 1885.	
Ada	Br. 3m. sh.
Alma	Amer. sch.
An. Chishman	Ger. sch.
Diana	Amer. sch.
Guam	Brit. bgo.
Ham	Ger. bgo.
Isabel	Brit. bgo.
Loiterer	Brit. sch.
Mary O. Bohn	Ger. sch.
Nemo	Brit. sch.
Penelope	Brit. sch.
Rose	Russ. sch.
Wand. Minstrel	Brit. bg.

HIAGO.

In port on April 13, 1885.	
Abbe S. Hart	Brit. sh.
Luky A. Nickles	Amer. sh.
Narwhal	Brit. sh.
Queen Emma	Brit. bgo.
R. S. Escard	Brit. bgo.

MANILA.

In port on March 31, 1885.	
Cosmo	Brit. sh.
Hieronimus	Ger. bgo.
Invincible	Amer. sh. New York
Navarch	Brit. bgo.
Stella	Ger. bgo.

ILOILO.

Chusliro	Amer. bgo.
Grecian	Amer. sh. New York
Imperial	Amer. sh. Boston
M. Carnichael	Brit. bgo. Montreal
Faul Jones	Amer. sh. Boston
Pepita	Span. bgo. Manila

CEBU.

James S. Stone	Amer. bgo. New York
Luzon	Amer. sh.

BANGKOK.

In port on April 11, 1885.	
Advancio	Siam. bgo.
Aline	Siam. sch.
Bua Cao	Siam. bgo.
Ch'ron Kamyro	Siam. bgo.
C. Wattana	Siam. bgo.

Laid up.

Chit	Chi. bgo. Laid up
G. H. Wappas	Brit. bgo.
Leeyil	Brit. bgo.
Napier	Brit. sh.

Printed and published by Geo. Murray,
10, the China Mail Office, No. 2,
Wycham Street, Hongkong.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.
To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Harbour *l*.

Section.	1. From Green Island to the Gas Works.	2. From Gas Works to Jardine's Wharf.	3. From Jardine's Wharf to the Harbour Master's Office.	4. From Harbour Master's Office to the P. & O. Co.'s Office.	5. From P. & O. Co.'s Office to Pedder's Wharf.	6. From Pedder's Wharf to the Naval Yard.	7. From Naval Yard to Blue Buildings.	8. From Blue Buildings to East Point.
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Vessel's Name.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Commission or Agents.	Destination.	Remarks.
Stromers	o. Roy	Brit. str.	1430	April 21	Adamsen, Bell & Co.	Shanghai	To-morrow
Amatista	o. Hulin	Brit. str.	522	April 22	Deuland Steamship Co.	Swatow & Amoy	26th inst.
Amphitrite	o. Lazareff	A-Hum str.	2485	April 21	H. Agar, Livingston & Co.	Nagasaki & Yama	To-morrow
Beagle	o. Thomson	Brit. str.	7307	April 16	Gibb, Livingston & Co.		